CalAERO
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Division of Aeronautics
California Department of Transportation
October 2009

INSIDE:

As mandated by the Governor's Executive Order S-13-09, Caltrans offices will be CLOSED the first three Fridays of every month thereafter, until June 30, 2010.

Please be patient as we work to provide you with the best customer service within the time constraints.

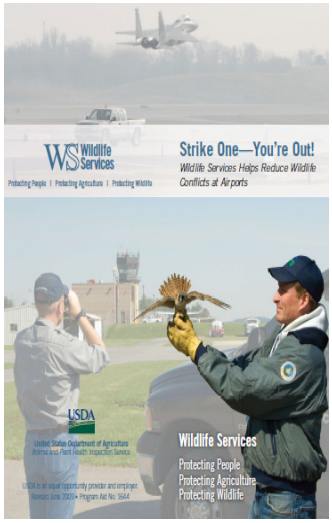
Wildlife Hazards Near Airports

The United States Department of Agriculture (USDA) Animal Plant Inspection Service (APHIS) Wildlife Services (WS) provides federal expertise to resolve wildlife conflicts. WS' Airport Wildlife Hazards Program works closely with military, civil aviation industry, and the Federal Aviation Administration (FAA) to reduce the economic impacts and safety risks to aviation caused by birds, mammals, and other wildlife. WS' airport wildlife biologists are skilled and certified in managing wildlife hazards at airports.

Wildlife strikes cause more than 600,000 hours of aircraft downtime and cost the U.S. civil aviation industry in excess of $625 million each year. Birds count for approximately 98 percent of all aircraft collisions with wildlife. The remaining two percent is attributed to large mammals (e.g. deer and coyotes) and reptiles. California, with nine percent of the Nation's busiest airports, transports more than 177 million passengers (enplanements and deplanements) annually. California's airports are located within the busiest migratory bird corridor in North America. California airports have recorded over 4,800 wildlife strikes in the last eight years. The FAA estimates that only 20% of all wildlife strikes are reported and only 5% of strikes from general aviation airports.

Land use practices that attract or sustain hazardous wildlife populations on or near airports can significantly increase the potential for wildlife-aircraft collisions. Therefore, wildlife habitat management and other land use strategies on and near airports are fundamental to reducing wildlife use of airports. Safe management of storm water runoff on and near airports should be designed so as to discourage birds from using these facilities, particularly within airport approach and departure zones. As discussed in FAA Advisory Circular 150/5200-33B, "*Hazardous Wildlife Attractants on or Near Airports*," landfills, wastewater treatment facilities, surface mining, wetlands and other uses that have the potential to attract wildlife, should be restricted in the vicinity of an airport.

(Continued on page 4)



Bay Area Airport Disaster Response Plan

The Division recently began a small preliminary investigation (PI) exploring the role GA airports will play in a San Francisco Bay Area disaster. Earthquakes are by far, the worst potential disaster for the Bay Area, but the region is vulnerable to other disasters including major fires, flooding, landslides, and terrorism. Although the role of the region's large commercial airports is well defined, it's less clear how the smaller GA airports will be asked to respond to a major recovery effort. This PI should identify what's needed to maximize GA's full potential in any disaster response activities.

An important part of this PI is the technical advisory committee. This committee consists of an expert panel familiar with the Bay Area representing the FAA, transportation planning agencies, disaster response management, and two general aviation airports. They helped define what needed to be covered, who should be interviewed, and will review the draft and final reports.

The Caltrans Division of Research and Innovation modal research program is responsible for this PI. A consulting firm California Transportation Commission Associates is working on the PI. Deliverables for the PI include a literature search of other similar existing studies, reports, interviews with experts identified by the advisory committee for the study, and recommendations for future follow up work. The study should be completed late fall. Contact Colette Armao at (916) 654-5346 or colette_armao@dot.ca.gov for further information.

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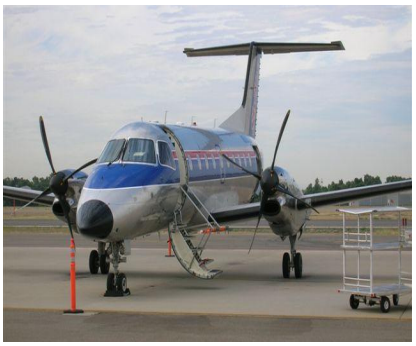
Modesto Continues Upgrades

Modesto City-County Airport (MOD) will receive $1.0 million worth of improvements within the next few months. The West Ramp is scheduled for crack repair, slurry seal and re-painted markings. The Runway 10R and Taxiway Bravo intersection will be brought up to modern safety standards with the installation of a new access taxiway, edge light upgrades and marking improvements. Two new energy efficient wind cones are proposed for installation along with new security fence to protect the airport's approach light system. If that was not enough, ten new hangars will offer 42' sliding doors, finished sealed vinyl floor, and fire sprinkler protection. The new hangars were constructed with no debt being incurred by the City or County municipalities. MOD is also moving forward with an Airport Layout Plan Update with a Five-Year Program Narrative Summary. Their Airport Capital Improvement Plan includes $30.0 million worth of development spanning the next six years.

MOD's tenants are also busy with the opening in August of Modesto Aviation who offers primary and advanced flight instruction, discovery flights, pilot supplies, aircraft rentals, aircraft maintenance and aircraft management. Business aviation is well served with Business Aircraft Maintenance Service and Pacific Aircraft Maintenance operating as FAA approved repair stations. And Sky Trek Aviation continues their full service Fixed Base Operator offerings; they are authorized to perform maintenance on a full line of corporate and business class executive jet turbine aircraft.

But MOD is not all business. Making themselves a part of their community, they just hosted the Central Valley Squadron of the Commemorative Air Force's annual 1940's USO Dinner Dance on the first Saturday after Labor Day. With sounds of 'In The Mood' still in the air, the future looks bright for MOD as they extend a warm invitation for you to visit them soon!



Aircraft Cooperative Research Program

Are your familiar with the Aircraft Cooperative Research Program (ACRP)? ACRP is a potential means for developing solutions to problems faced by airport operators. The program was authorized by Congress in 2003, and is managed by the Transportation Research Board (TRB) of the National Academies, sponsored by the FAA, and funded as part of the FAA appropriations process. The basic idea behind the program is that problems are submitted for review, issues are funded for research, project panels are formed to guide the process, a contractor is chosen through a competitive proposal selection, and research into the problem is conducted and reported out.

There are four ways to become involved in ACRP:

1) Submit a research idea.
2) Volunteer to participate on a project panel.
3) Prepare a proposal to conduct research.
4) Use the research results.

ACRP is set up so that anyone may submit an idea or problem for review. The submissions are reviewed by the ACRP Oversight Committee, which consists of airport, university, and aviation industry representatives selected by the U.S. Secretary of Transportation, and ex officio members of airport and aviation industry groups. Once a problem is chosen, the TRB "follows a cooperative research process that it has used successfully for more than 45 years in other programs." A project panel, typically about six people in number from varied airport, consultant, and academic sources, is picked based on expertise and interest. The panel develops a scope of work, generates a request for proposal (RFP), selects a contractor from the RFP's, and provides oversight of the research and project through completion.

Some recent ACRP products include: Guidebook for Managing Small Airports, Deicing Planning Guidelines and Practices for Stormwater Management Systems, Integrating Airport Information Systems, and Guidebook on Preparing Airport Greenhouse Gas Emissions Inventories.

A brief summary of ACRP may be found at: http://onlinepubs.trb.org/onlinepubs/archive/NotesDocs/ACRP_Brochure.pdf. For additional information, including access to ACRP research products and the processes for submitting a research idea or participating on an ACRP panel, go to: http://www.trb.org/ACRP/Public/ACRP.aspx.

When Caltrans Aeronautics Inspects Your Heliport …

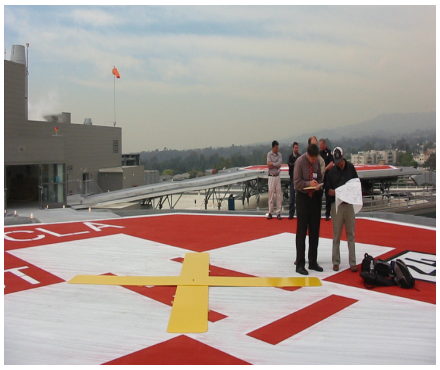
This article is a follow-up to last issue's article on airport inspections at public-use airports and deals with State Heliport Inspections. The heliports in California that Caltrans Aeronautics regularly inspects are public-use heliports and hospital heliports. Hospital heliports are inspected because of the public safety element inherent in their use.

Currently, there are no stand-alone public-use heliports in the State (see side bar for heliports located on airports), and approximately 150 hospital heliports. Similar to airport inspections, the primary task we accomplish during a heliport inspection is the State Heliport Permit Compliance Inspection (the FAA does not have a requirement to update heliport "5010-1's", so we do not do routine 5010 "Airport Master Record" updates).

All public-use heliports and special-use heliports (hospital heliports fall within the "special-use" category) in California are required to have a State Heliport Permit. The permit compliance inspection is, as the name implies, targeted at ensuring the heliport meets and is being operated in accordance with the "conditions" of the permit. As with airport permits, these conditions reference heliport requirements from the State Public Utilities Code (sections otherwise known as the State Aeronautics Act) and the California Code of Regulations (CCR), Title 21, Sections 3525-3560, Airports and Heliports. Again, the CCR, which also incorporates a number of pertinent FAA Advisory Circulars (AC), is the best single source to find what we'll be interested in, and this publication can be found on our website: http://www.dot.ca.gov/hq/planning/aeronaut/documents/Regs_pub.pdf (the PUC and many ACs can be found on the website as well).

During our inspection, we emphasize the physical condition of the TLOF (Touchdown and Liftoff Area; the actual helicopter landing pad), a clear and adequate FATO (Final Approach and Takeoff Area; the heliport's Primary Surface), the heliport Safety Area, obstruction-free Federal Aviation Regulation Part 77 Approach and Transitional Surfaces (8:1 and 2:1 slopes, respectively), and correct marking, signage, and lighting per the relevant AC. Additionally, our inspectors use the heliport visit as an opportunity to update our "inventory report" for heliport-specific information maintained in our State database. After the inspection, we provide a letter to the heliport owner/operator documenting our findings, enforce, as necessary, State requirements, and then follow up to work with the heliport to address any discrepancies from the inspection.

We hope we've helped explain what we're doing when we come to inspect your heliport. If you have any questions, please give us a call. One important consideration should be the expansion of hospital facilities we've seen throughout the State. Factoring in the potential impact of hospital additions on a heliport and the heliport flight surfaces may be critical to the continued future use of the heliport. We understand many special-use heliport owners have another full-time line of work (such as running a hospital), so we want to help you keep your heliports safe for the benefit of the operators, users, and local communities.



Heliport on Airports

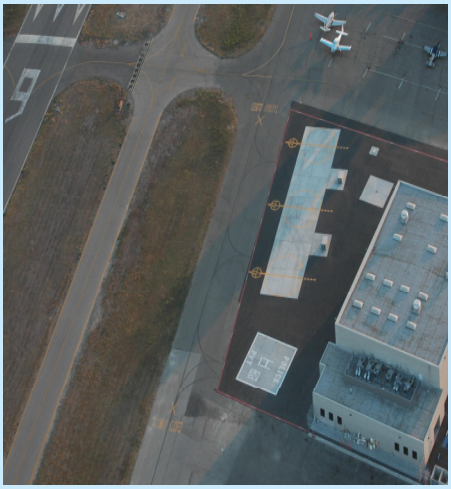
Heliports on permitted airports do not require a separate State Heliport Permit. These facilities do, however, need to meet the same FAA and State requirements for design, marking, and lighting as individual heliports do. They also must be shown on the FAA Airport Master Record "5010," appearing in the runway section as "H1," etc., in addition to the airport runways.

If an airport wants to establish a new heliport on their airport, they need to submit an FAA Form 7480-1, Notice of Landing Area Proposal, to the FAA, and heliport plans to us. Once this process is completed, we will "approve" vice permit the heliport.

A couple of other pertinent notes are:

1) Sometimes heliports and helicopter parking areas are confused. Heliports have white markings and must meet the heliport design criteria, while heliport parking areas are marked in yellow.

2) Unless under positive control of an air traffic control tower, helicopter takeoffs and landings at an airport should only be conducted to/from a runway or a heliport. Helicopter parking areas should be limited to ground or hover/air taxi.



Anaheim Police Department (PD) Heliport. Picture taken by Anaheim PD.

Eureka Municipal Airport (033)

The Eureka Municipal Airport is located in Humboldt County on the Samoa Peninsula, 280 miles north of San Francisco. The airport is owned and managed by the City of Eureka.

The Airport dates back to World War II when the war was unexpectedly brought to the local area. Two weeks after Pearl Harbor, a Japanese submarine shelled and torpedoed the oil tanker Emidio, 25 miles off Cape Mendocino as it returned empty from Seattle to San Francisco. The ship had no chance to escape; three shells and one torpedo hit the ship. Five lives were lost in the attack. Three were lost over the side of the tanker while attempting to get into life boats, and two were killed on the tanker when the torpedo hit. Despite the attack the tanker did not sink and several days later ran aground off Crescent City, California.

In response to the attack, the Navy built a blimp base on the Samoa Peninsula, commissioning Naval Auxiliary Airfield Eureka on August 6, 1943. By March of 1944, Eureka had 19 officers and 72 enlisted men with barracks for 50 officers and 144 men. The base had a 700 x 1400 foot paved blimp operating mat with two mooring circles (which remain today) and a 2400 x 200 foot asphalt runway over the mat. Kingfisher scouting aircraft continued to operate from the seaplane base throughout World War II and a taxiway was ultimately added for use by amphibian aircraft.

The blimp base was closed by the Navy on October 15, 1945, and was deeded to the City of Eureka for use as a general aviation airport. The officer's quarters are now a bed and breakfast with touches of memorabilia from the blimp base era.

The Airport is nestled amongst over 400 acres of City owned dunes with access to the ocean. The runway is 2700 feet long, and with the help of a California Aid to Airports Program grant has recently been slurry sealed and the markings repainted. The Airport is day use only, and no fuel is available at the site. Tie-downs are available at no cost and without reservation. The Airport can be reached by calling the City of Eureka Engineering Department at (707) 441-4194.

Historical information from the California State Military Museum Website (www.militarymuseum.org).

Wildlife Hazards Near Airports

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FAA regulations (Title 14, Code of Federal Regulations, Part 139) prescribe rules governing the certification and operation of certain commercial airports. These regulations require certificated airports to conduct a Wildlife Hazard Assessment (WHA). FAA regulation may also require a wildlife hazard management plan be completed after the WHA is complete.

Wildlife Services' wildlife biologists are USDA trained and certified, then assigned to and funded by either Part 139 certified airports or military airfields in California. Questions regarding training, wildlife strikes, wildlife mitigation can be sent to Dennis Orthmeyer, USDA Wildlife Services, 3419A Arden Way, Sacramento, CA 95825.

Additional information is available on-line at:

http://wildlife-mitigation.tc.faa.gov/
http://www.aphis.usda.gov/wildlife_damage/protecting_health_safety.shtml
http://www.aphis.usda.gov/ws/ca/
http://wildlife.pr.erau.edu/BASH90-08.pdf
http://www.aphis.usda.gov/publications/wildlife_damage/content/printable_version/StrikeOneYoureOut_July09.pdf

Do you have something noteworthy to suggest for future issues of the CalAERO Newsletter?
Send suggestions to: Rosa Romero rosa.romero@dot.ca.gov FAX: (916) 654-9531; OR CALL: (916) 654-4848

Visit us on the web!!! www.dot.ca.gov/aeronautics

Upcoming Significant Events:

- **AASHTO, Standing Committee on Aviation, October 22-23, 2009. Palm Springs, CA., Contact Shaine Gill (202) 624-3630**
- **SWAAAE, 49th Annual Airport Management Short Course, January 24-28, 2009, Monterey, CA., Contact Eric Peterson (408) 272-0198**

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